

A BROTHERHOOD VIEW

President Debs and the American Railway Union Criticized.

Alleged Effort to Injure the Old Labor Organizations—Through Business Light—Local Traffic Improving.

The several local railway brotherhoods held their regular meetings yesterday, and they were largely attended on account of the interest taken in the strike on the Great Northern road. All are seemingly at sea as to what is best for the old organizations to do. A prominent member of one of the brotherhoods says: "We all know Eugene Debs, president, and George Howard, vice president of the American Railway Union, to be dangerous, reckless leaders; that both left the old organizations and have since done all in their power to cripple them, going to extremes to injure the good name of our chiefs. When editing the Firemen's Gazette the articles which were penned or at least approved by Eugene Debs always leaned to the Democratic side, he being a free-trader, a single-tax man, in favor of any scheme brought to the front by the leading agitators; and because he could not use all the brotherhood to advantage in politics he withdrew from his official position and from the brotherhood and established what he calls the American Railway Union. To tell the truth, the more conservative members of the brotherhoods are afraid of the man. I have carefully studied the by-laws and constitution of the union and find that in the most positive terms it opposes strikes and favors arbitration, but on the first road the organization got a fair hold he ordered a strike before the association had reached a point of success in the central or Eastern States. Other members beside myself begin to think that Debs and Howard are the Pinkertons of the railway companies and are being used handsomely by them to break up the old organizations, something the railroad companies have been unable to do by legitimate means. I am satisfied that the intention of this new organization or at least of its leaders is to create dissensions in the brotherhood and eventually break them up. The more conservative members of the brotherhoods are secretly hoping that the strike on the Great Northern will be a failure, because they do not want to give the American Railway Union a prestige which it would use to great advantage in winning the uneasy members from the old brotherhoods. There is a certain per cent of them who would like to inaugurate a strike whenever they were the least grievance, such men not having the dollar at stake and coming under the head of floaters. That the situation with the railway brotherhoods is not so bright as the success of the Great Northern strike would weaken, if not wipe out the old organizations, if not give the American Railway Union and create trouble with the old organizations it would in the end strengthen the latter."

Through Traffic Light.

The train records show an average movement of loaded cars with some weeks past, but still dropping considerably below the movement at corresponding periods of some years past. At the present time the decrease in business is largely in the through loaded car movement, especially east-bound export business, which for the first time in some weeks is light, the shipments of flour, cereals, produce, starchy goods, live stock having fallen off considerably. The shipments of hardwood lumber, staves and heading are heavier than a few weeks ago, and as usual at this season of the year, shipments of oats to New York and New England points are in excess of some months past. The establishment of semi-monthly auction sales of horses is proving an aid to east-bound business, twenty-one carloads of horses having been shipped to Pennsylvania and New York from Indianapolis in the last two weeks. Shipments of hogs to New England points from the Indianapolis stockyards is also making up several trainloads per week. West-bound business compares favorably with the average April volume than any other class of freight traffic. A large tonnage of freight for the Southern and Mexican railroads, this year past has been shipped through Chicago, is now taking the more direct lines via Indianapolis and other points. The opening up for business of the Missouri, Kansas and Texas road and the better facilities for the shipping of goods by rail, are giving for business naturally reached through St. Louis is greatly helping matters. Local traffic has improved, but it is by no means what it was at the corresponding period last year. The past week, however, was an exception to previous ones as the reduced passenger rates on account of the Republican State convention were taken advantage of by the country merchants, and they made liberal purchases. So far as the shipments of manufactured goods from Indianapolis are concerned, local agents say they are 50 per cent lighter than usual in April for many years past. Below is given the tonnage of freight cars forwarded at this point for the week ending April 28, as compared with the corresponding week of two preceding years.

Name of road.	1934.	1933.	1932.
L. N. & C. Air-line.	338	473	393
L. N. & C. W.	312	366	391
C. H. & D. R.	74	115	103
L. E. & W.	498	556	604
Penn. & V.	498	611	671
Penn. & V. & I.	498	611	671
Penn.-Chicago div.	498	611	671
Penn.-Columbus div.	1,457	1,723	1,539
P. & E.—East div.	1,457	1,723	1,539
P. & E.—West div.	901	1,122	1,134
Big Four—Chicago div.	1,567	1,558	1,515
Big Four—St. Louis div.	1,567	1,558	1,515
Big Four—St. Louis div.	1,567	1,558	1,515
Big Four—Cleveland div.	1,567	1,558	1,515
Vandalia.	1,567	1,558	1,515
Total.	15,159	18,487	17,090
Empty cars.	4,006	4,312	4,638
Total movement.	19,165	22,799	21,728

Actual Earnings for March.

The March statement of the C. C. & C. St. L. railroad shows gross earnings of \$1,055,342, a decrease of \$147,104; operating expenses of \$804,910, a decrease of \$80,000, and net of \$250,432, a decrease of \$67,065. From July 1 to March 31 the gross earnings were \$9,888,677, a decrease of \$1,178,539; net earnings, \$2,852,076, a decrease of \$390,674, and surplus after charges, \$432,900, a decrease of \$73,737.

The Pennsylvania statement for March on

"I Owe My Life To You."

That is a strong statement, yet exactly what Miss Gertrude Sickler, of Wilton, N.J., has written to Mrs. Pinkham. She says: "I suffered terribly with suppressed and painful menstruations. Doctors could only keep me from having fits each month by giving me morphine. This continued until I was completely prostrated. "My father at last got me a bottle of Lydia E. Pinkham's Vegetable Compound, which at once gave me relief. It did what the doctors could not—cured me. I never have any trouble now, and have no dread of the coming month. "I owe my life to you."

NEWS IN SUNDAY'S JOURNAL.

Resume of Events Chronicled in the Issue of April 29.

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Traffic Notes.

The Vandallia keeps up its average loaded car movement. Last week it handled at Indianapolis 1,581 loaded cars, against 1,515 the week ending April 21 and 1,594 in the week ending April 14.

The Big Four lines proper received and forwarded at this point last week sixty more loaded cars than in the week ending April 21, and 151 more than in the corresponding week of 1933.

The week ending April 28 was an off one with the Pennsylvania lines, the four lines handling at this point 861 fewer loaded cars than in the week ending April 21 and 1,155 less than in the corresponding week of 1933.

There was an increased westward movement of empty cars last week, the Vandallia forwarding 334, the St. Louis division of the Big Four 543, the Chicago division of the Big Four 361 and the Peoria & Eastern 190 empty cars.

Business is improving with the Cincinnati, Hamilton & Dayton, the road handling at this point, last week, thirty more loaded cars than in the week ending April 21 and seventy-eight more than in the week ending April 14.

The strike of the coal miners on the Indianapolis & Vincennes road is a serious matter for that line is evidenced in the fact that last week the road brought into Indianapolis 28 loaded cars, against 717 in the week ending April 21. The decrease was due to the coal traffic.

The Lake Erie & Western is steadily increasing its east-bound business out of Indianapolis. Last week it forwarded from here 24 loaded cars. This road is now carrying horses and live stock to the Buffalo market, and also gets a portion of Kingston & Co.'s refrigerator car business.

Personal, Local and General Notes.

Spotters are again working on one of the Indianapolis lines. The Train Dispatchers' Association of America will hold its annual convention in Chicago on June 12.

The Chicago, Burlington & Quincy to-day ordered the traffic of its freight over the Mississippi river at Alton, Ill.

J. A. Barnard, general manager of the Peoria & Eastern, spent Sunday in Cincinnati, Ohio, on his way to St. Louis.

The Lake Erie & Western earned in the third week of April \$56,285, a decrease as compared with the corresponding week in 1933 of \$47,479.

Austin Corbin, president of the Long Island road, has ordered the road equipped with a blue signal system at an expenditure of \$90,000.

W. V. Kibbe, a Pullman man, is to succeed George Kunkel, deceased, as ticket agent in the Pennsylvania railway office, Broadway, New York.

M. L. Akers, secretary for George Stevens, general manager of the Chesapeake & Ohio, sailed on Saturday for Europe to be absent two months.

One of the trunk lines is to follow the example of the Georgia Central by equipping its conductors with a full surgical and medical outfit to be used in time of emergency.

The Big Four has postponed until May 22 the putting on of its new fast train out of St. Louis in the afternoon, and the other summer changes will be laid over until that date.

The Ohio Falls car works last week shipped in one train twenty carloads of cars to be used at their own mill. Pullman car works. There was 170,000 feet of lumber in the shipment.

St. Louis and St. Paul pooling agreement expires to-day. The roads interested will meet next Thursday to decide whether to renew it and re-elect William B. Shattuck commissioner.

M. S. Conners, superintendent of the Columbus &ocking Valley road, spent yesterday at this city, on his way to the Train Dispatchers' Convention, of the Cincinnati, Hamilton & Dayton road.

The management of the Pennsylvania Railroad Company has authorized the building of fifteen locomotives and 250 freight cars at the shops in Altoona, Pa. The Juniata shops twenty locomotives are to be built.

A committee of engineers and conductors on the Wabasha road has asked General Manager Hayes order for a 10 per cent reduction of wages, making the reduction on engineers but 7 per cent, and on conductors but 4 per cent.

Chairman Blanchard says that at the meeting this week he will have encouraged the reduction of rates to 10 per cent. The roads in the association, he says, have strictly maintained rates since the agreement was mutually entered into.

On Thursday or Friday of this week will be decided the matter of re-establishing the Chicago & Ohio river pool. On Thursday the passenger officials will meet in Chicago to arrange details, and on Friday the general managers will either approve or reject the work.

M. E. Ingalls, president, Oscar Murray, freight traffic manager, E. O. McCormick, passenger traffic manager, and J. M. H. general passenger agent of the Big Four, all returned from the East Saturday, as did William Green, general passenger agent of the Cincinnati, Hamilton & Dayton lines.

The reduction of 32 per cent. in the wages of employees on the Wheeling & Lake Erie road, from the highest officials to the lowest, employees are considering. This is the direct result of the great coal strike. The officials say they had but two weeks to make the change, and the result is a cut in salaries. When the strike is over the old scale of wages will be restored.

On the 15th of next month the Cincinnati, Hamilton & Dayton will put on its new fast train between Cincinnati and Detroit. It will leave Cincinnati about 4 p. m. and arrive in Detroit at 9 p. m. It will be a mile in five hours. On this train will be a sleeping car going through over the Great Central and the Rome, Watertown & Ogdensburg road to Clayton, better known as the Junction of the Thousand Islands.

The humane management of the Vandallia is arranging as far as possible to give the veteran employees the best possible rates and as far as possible, daylight trains on the Indianapolis division. Dodson, Walker, Daley and others in this division, so far as time they are on the road and ease of run are concerned. On the westward trip the change is being made in favor of the veteran employees.

In explanation of the refusal of the trunk line passenger agents to commit to a dues rate to Washington for the Coxitees a general passenger agent says: "It never was the mind of any member of this committee to countenance the Coxey movement for a single moment by making a recommendation of any kind. Some of our one and we felt that it was our duty to show our stand by declining flatly to make any recommendation. The Coxey movement should once get possession of our trains we would be subjected to infinite trouble."

Co-Operative Spraying.

Farmers' Guide.

What better plan can be inaugurated among the fruit growers than co-operative spraying? The chemical and mechanical means for insect or fungus development whole areas are practically rendered unproductive because of the ravages of two classes of pests. The beneficial effects of spraying are well known to all wide-awake fruit growers and farmers. Familiar with the evil and knowing the cure, would it not be a cheap and effective method of adding fruit sections of the country at the same time adding the general thriftiness of the trees? Arbor day is now generally observed in all of the States, especially the older ones, where farming operations are conducted on business principles and in the Western States where the dry, arid plains render the desert winds and drought intolerable. Having the law of the land, the fruit grower in particular would be immensely benefited, and an amount of good would be done that would undoubtedly be reckoned as representing many thousands of dollars each year. All that is required is a little co-operative service, such as action on the part of a few individuals who will serve to inspire others.

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way Union, stating that if it were not for the strike which that organization now has on the Northern Pacific he would be present. Mr. Buchanan also announced that the miners would also be represented were it not for the great fight against capital which they are now conducting. A large number of letters from labor unions in all parts of the country not represented by delegates were read, and expressed sympathy with the movement. A committee to formulate plans for the conduct of a permanent organization was appointed, and the committee on resolutions was also named. The meeting then went into executive session for the purpose of electing permanent officers and adopting plans for future work.

Great Fire at Shanghai.

SAN FRANCISCO, April 29.—The steamer Oceanic arrived to-day from the Orient, bringing advices of a great fire in Shanghai, April 3, in which five hundred houses, covering an area several hundred yards wide by half a mile long, were destroyed. So far as known no lives were lost. The fire broke out at Dunkadok, between the city wall and the river, at 7 p. m. A strong wind was blowing and the flames spread with such rapidity that the native firemen were helpless, notwithstanding innumerable buckets of water brought into requisition. At one time it looked as if the French concession must go, but happily such a calamity was averted. The fire, which was, however, went to the assistance of the Chinese and materially assisted in subduing the conflagration. So severe was the heat that the firemen, although sheltered behind planks, had to be relieved every few minutes. The fire did not stop until, at last accounts, 3 o'clock a. m., April 4, but was under control.

"Marie Walsh" Seeking a Divorce.

SIOUX FALLS, S. D., April 28.—Mary B. Canan, known as "Marie Walsh," literary circles as Marie Walsh, is here for the ostensible purpose of writing a novel based on the Sioux Falls divorce colony. It has just leaked out also that she will also try to go through the experience of getting a divorce. She refuses to talk about the case, but her attorney, J. H. Rowland and Joseph Kirby, admit that the papers have been filed in Lincoln county. The case, which is being fought in an answer and will make a fight. The defendant is Michael J. Cahill, of Chicago, editor of the Home Light, and a prominent both Catholic weeklies. The marriage occurred in Lincoln, Neb., in May, 1930. She alleges cruelty, in that her husband forced her to live with him, and that he has used \$10,000 which was bequeathed her by her father to pay the expenses of the case. She says up an absolute denial.

Buffalo Lawyer Killed.

BUFFALO, N. Y., April 28.—Montgomery Gibbs, a well-known young lawyer, was shot on Delaware avenue this evening, at 8 o'clock. He died immediately after his arrival at the hospital. As yet there is no clue to his assailant. The victim, who is 35, is shrouded in mystery. As far as known to the police no one was seen to fire the shots, and those who were in the vicinity saw only a man lying on the sidewalk with blood pouring from his head. The shooting took place near the corner of Bryant street and Delaware avenue, both power lines and much traveled thoroughfares. Mr. Gibbs was a popular citizen and an able member of his profession. He had no deadly enemies that his friends were aware of. He was unmarried. Formerly he was a newspaper man. He was about thirty-five years old.

Appointment List Attacked.

DANVILLE, Ill., April 28.—Democratic extremists charged that Hon. J. C. Calhoun, of Chicago, had filed a petition to set aside the senatorial redistricting act of the last Legislature. The petition is a voluminous document, containing 35,000 words, and setting forth the so-called inequalities in the population of the districts. It runs in the name of James P. Fletcher, candidate on the Republican ticket against Walter C. Fulton, county clerk, and seeks to restrain him from publishing notice of the legislative and senatorial election under the new law. The petition was filed this morning, and County Clerk Tuttle, by State's Attorney Wilson, had his answer waiting service in the process and denying all the material allegations in the bill. The case is set for hearing next morning, at 9 o'clock.

Anti-Breckinridge Pamphlet.

LEXINGTON, Ky., April 28.—The anti-Breckinridge people in the Seventh congressional district have issued a pamphlet written by Prof. J. B. Jones, of Hamilton Female College here. The book is entitled "An appeal to the people of the Ashland district for purity in the home and conduct in public life, and a protest against the reelection of Col. W. C. P. Breckinridge." The pamphlet is a long and detailed work, having been issued and the circulation began to-day. The introduction states that the pamphlet is printed and distributed in the interest of no candidate now in the field or hereafter to be announced.

Anderson's Summer Races.

ANDERSON, Ind., April 28.—The directors of the Anderson Driving Park Association have decided to hold a summer meeting on July 3, 4 and 5. The track is in splendid condition, and fast time is being made by the horses. The meeting will be held on the premises aggregate \$250, and are divided as follows: First Day—2-45 trot, \$300; 2-55 pace, \$300; half-mile running race, \$100. Second Day—Free-for-all pace, \$300; 2-27 trot, \$300; mile running race, \$300. Third Day—Free-for-all trot, \$300; 2-27 pace, \$300; mile running race, \$100.

Wholesale Evictions.

CONNELSVILLE, Pa., April 28.—On Monday the Oliver Coke Company will begin a wholesale eviction of all the Hungarian families occupying their houses, and there are over two hundred families, and they are the most desperate in the district. Having caused more trouble than any other set of men since the strike, they say they will not leave the company's houses and bloodshed is expected if the sheriff attempts to force them out. The sheriff says next week will see hundreds of families of strikers thrown out of their homes.

Mr. Richey Loyal to the Ticket.

MUNCIE, Ind., April 28.—Webster S. Richey, one of the most formidable candidates for Auditor of State before the Republican State convention, for whose nomination every Delaware county delegate will multiply other worked today, "carded" the local papers, thanking his friends both home and abroad for their kindness, and thanking the voters of Delaware for the mark for the State ticket with that 3,000 majority his friends promised the convention in case of his nomination.

Couldn't Wait for His Pay.

ALEXANDRIA, Ind., April 28.—A thief succeeded in securing \$100 in cash this afternoon to keep him in luxury for several weeks. The paymaster at the Kelly ax of this city for a few months ago, left the room in which he had been distributing part of \$80 in envelopes for the employees. The window of the room was open, and the desk was found broken and all the cash missing. Detectives have been searching for the thief, but so far without success.

Suicide of a Lawyer.

EVANSVILLE, Ind., April 28.—Robert H. Smith, a young lawyer, committed suicide this evening, shooting himself through the heart. He was in the office of his father, the day, and settled a number of accounts. He attended the State Republican convention this week as a delegate. He was a nephew of ex-State Treasurer Lemche, and bid fair for a successful career. His father, George W. Morgan, was a well-to-do man. No cause is assigned for the deed.

A Dilatory Lover Sued.

ANDERSON, Ind., April 28.—Miss Eva Irene Moore, of Anderson, has brought suit in the Circuit Court asking \$1,000 damages for breach of promise to marry. She sues Paul Finch, a popular young man of Anderson, in social circles of the two gas cities. The event is the subject of general comment. The couple was to have been married last Christmas, but Finch has been in jail in desperation she has taken the law to him.

Herd of Wild Buffalo.

SAN ANTONIO, Tex., April 28.—C. H. Moran, a sheep man of Valverde county, Tex., and his men, have discovered a herd of about forty wild buffalo in the remote mountains of that county. The herd was discovered by Moran's men, who were hunting for a herd of buffalo for years that a herd of buffalo existed in that section of the border, but these rumors were never verified.

Senator Morgan's Wife Dead.

WASHINGTON, April 28.—Mrs. Cornelia G. W. Morgan, wife of Senator Morgan of Alabama, died of peritonitis, at the Senator's home in this city, this afternoon. She leaves a son, George W. Morgan, and two daughters, Misses Mary E. and Nina E. Morgan. The remains will be interred in the cemetery Monday afternoon.

Lion and Bear Didn't Fight.

SAN FRANCISCO, April 28.—A thousand or more people surrounded Col. Daniel Boone's arena at the midwinter fair to see the lion and the bear fight. The lion, a member of the Society for Prevention of Cruelty to Animals and forty policemen, however, prevented the performance.

MOTHER'S FRIEND
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Insures Safety to Life of Mother and Child.
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—J. J. McGLOCKRICK, Bean Station, Tenn.
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Squeakers, Bottom Waterproof, Best Shoe sold at the price.
\$5, \$4 and \$3.50 Dress Shoes.
\$3.50 Police Shoe, 3 Soles.
\$2.50, and \$2 Shoes, Unequaled at the price.
Boys \$2 & \$1.75 School Shoes.
LADIES' \$3, \$2.50, \$2, \$1.75.
Best Dongola, Stylish, Perfect Fitting and Serviceable, Best in the world. All work. All prices. Insist upon having W. L. Douglas shoes. Name and price stamped on bottom. Brockton, Mass.
This is the Best \$3. SHOE IN THE WORLD.
ALL THE LATEST STYLES.
T. E. BROWN, 156 East Washington street, Chicago, Ill.
FRED SCHAEFER, 65 W. Washington, Chicago, Ill.
LOUIS ALDAG, 65 W. Washington, Chicago, Ill.
MRS. W. HUBERT, 188 Virginia avenue, Chicago, Ill.

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